

with The American Association of State Highway and Transportation Officials (AASHTO) regarding infrastructure investment. They identified 120 ready-to-go highway projects in California worth \$4.012 billion. Investment in our highways will put people back to work immediately, and improve transit in the San Joaquin Valley.

In addition, a renewed focus on high-speed rail would greatly impact the local economy in the San Joaquin Valley. Top economists have indicated that direct investment in infrastructure projects is the best way to create jobs and stimulate the economy. The short-term and long-term economic impacts of a high-speed rail system would be tremendous for California's economy. Construction of the system is estimated to generate almost 300,000 jobs, and following construction, the system will provide 450,000 permanent jobs in California. These jobs will have a huge ripple effect into other areas of California's economy such as the service and manufacturing industries. Overall, for every dollar spent on this system, we will see two dollars in return. I urge you and Secretary LaHood to approve California's Track 2 application for federal high-speed rail funds, and would be happy to join you when this funding is announced next year.

Thank you for your consideration of these requests, and I look forward to continue working with your administration to bring jobs and long-term economic growth to California's San Joaquin Valley.

Sincerely,

JIM COSTA,
Member of Congress.

□ 1645

THE "TREAT TERRORISTS NICE GANG" AND THE NAVY SEALs

(Mr. POE of Texas asked and was given permission to address the House for 1 minute.)

Mr. POE of Texas. Madam Speaker, Navy SEALs were in court yesterday accused of punching a terrorist. The SEALs are Matthew McCabe, Jonathan Keefe, and Julio Huertas. In a nighttime raid last September, they were part of SEAL Team 10 that captured the most wanted terrorist in Iraq.

Ahmed Hashim Abed planned the barbaric ambush of four Blackwater security guards in 2004. Madam Speaker, the Americans were murdered. They were drug through the streets, mutilated, burned, and hung from a bridge in Fallujah. During the public executions, our enemies cheered in front of news cameras. Abed didn't say he was allegedly assaulted until he was turned over to Iraqi authorities, however. The al Qaeda manual tells members when captured to complain of torture and mistreatment; it doesn't matter if it's true or not. And besides killing, these folks lie. Now SEALs are being court-martialed on the word of a braggadocios murderer.

Al Qaeda has learned to play the "Treat Terrorists Nice Gang" like useful misfits. One word from a killer and the accusers become the accused. The military should try the terrorist for murder and give the SEALs medals for capturing him.

And that's just the way it is.

SPECIAL ORDERS

The SPEAKER pro tempore (Ms. FUDGE). Under the Speaker's announced policy of January 6, 2009, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from California (Ms. WOOLSEY) is recognized for 5 minutes.

(Ms. WOOLSEY addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

IT'S TIME FOR A NEW ATTITUDE DOWNTOWN

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Oregon (Mr. DEFAZIO) is recognized for 5 minutes.

Mr. DEFAZIO. Madam Speaker, America's infrastructure is in an extraordinarily sad state of disrepair, in fact, endangering and killing Americans. We need a new attitude in terms of rebuilding our infrastructure and bringing it up to a state of good repair at the White House.

There seems to be some reluctance. The President said after his jobs summit that he just had to admit that shovel ready wasn't always shovel ready, and he seemed to be referring to infrastructure. But actually, the infrastructure money is already 60 percent spent and underway and the other 40 percent will be obligated before spring to begin to catch up with that deficit.

Now, the Department of Energy has already spent about 8 percent of their money; HUD, I don't know if they've spent any of it. There are all sorts of fantasy programs out there that were in the stimulus where money hasn't been expended, but in transportation and infrastructure it has been invested and it is going to save lives and it is going to get people to work with less congestion and less damage to their vehicles by bringing the infrastructure up to date.

I would like to try and bring this home to the White House because they just don't seem to be listening. This was—or is—a lag bolt; it's about 60 years old. You can see it's kind of missing the bottom. Well, this lag bolt was involved in an accident on the Chicago Transit Authority. This is what holds down the metal plates that hold down the rail. They have a life span of about 40 years. There are thousands of them on the system waiting to fail.

Now, when the Chicago Transit Authority got \$250 million—that's a lot of money—under the stimulus bill, they spent the money in 30 days. Thirty days. These aren't just your old public works construction jobs; these are, first off, almost all private sector jobs bid out on contract. Secondly, much of it was invested in sophisticated equipment and manufactured goods. So that \$250 million produced a huge multiplier

effect. They were buying new buses because their buses are decrepit. People who build buses were getting good wages. The people who build things to go on buses—tires, brakes, all that because of "Made in America"—they were getting jobs, too. So actually, the shovel-ready stuff was ready and is underway when it comes to transit and highway infrastructure.

Like this failed bolt in Chicago, the Chicago Transit Authority could spend another \$6.5 billion just to bring their system up to a state of good repair, and they can spend that money very quickly with a huge multiplier effect. Why can't the economic team at the White House understand that? Their pointy-head theories about, oh, infrastructure takes so long and it doesn't have a good multiplier, unlike giving people a little bit of money in withholding—or green grid, whatever that is, where a penny hasn't been spent. Somehow this is just too old school for them, fixing up our country, putting people to work, manufacturing and construction jobs.

We have 160,000 bridges on the Federal system that should be posted. The American people should see a big sign saying, "Danger, the bridge over which you are about to drive is either weight limited, structurally deficient, or functionally obsolete." One hundred sixty thousand bridges. Now, if we began a program to replace those, it doesn't take long, look how quickly we replaced the bridge in Minnesota. It doesn't require lengthy environmental impact statements or planning, it's replace and fix the bridges, it's concrete, it's steel, it's workers, it's aggregate, it's made in America. You can't export those jobs.

But somehow the people on the President's economic team don't get that, or maybe from the back seat of their limousines they can't see that the bridges and the infrastructure are deteriorated, and they sure as heck aren't on the creaky public transit systems that are falling apart and here in D.C. killing people because the infrastructure is so outmoded and so substandard.

It is embarrassing for the greatest nation on Earth to be devolving toward a fourth-world infrastructure—we're not even third world. We are investing less of our GDP in our infrastructure than are many third-world countries. We are formerly first world, formerly world leader. Now we are watching our competitors around the world vault ahead of us with high-speed rail, with modern transit, with beautiful new highways, with safe bridges that are designed to current standards. But no, we can't afford it. And even if we could afford it, like taking some of that unspent TARP money or maybe some of the other unspent stimulus money, they don't want to do it downtown.

It's time for a new attitude downtown. Don't jeopardize the people of America with this kind of outmoded infrastructure anymore. Get it, guys. This means jobs, and it's something the American people believe in.